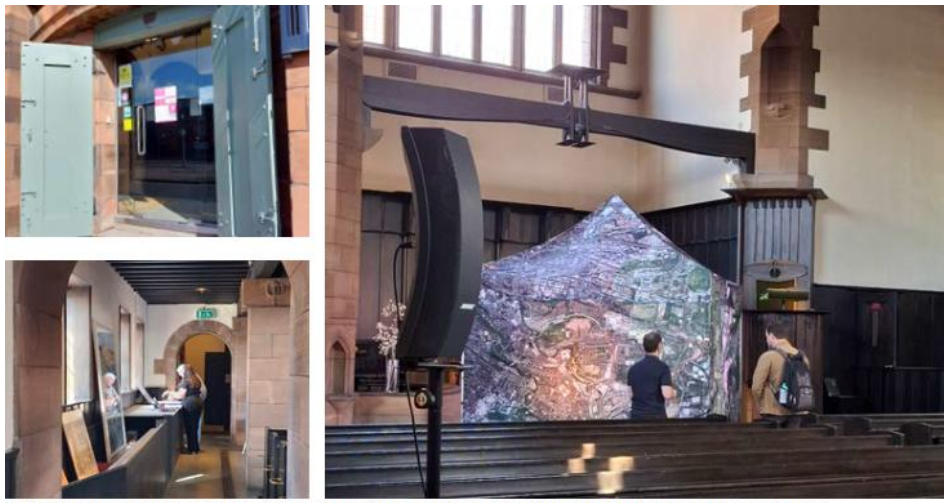
Area Partnership Update – Canal Connecting Glasgow – Inner North

13th November 2026

Peter Leslie, Project Manager, AECOM

Agenda

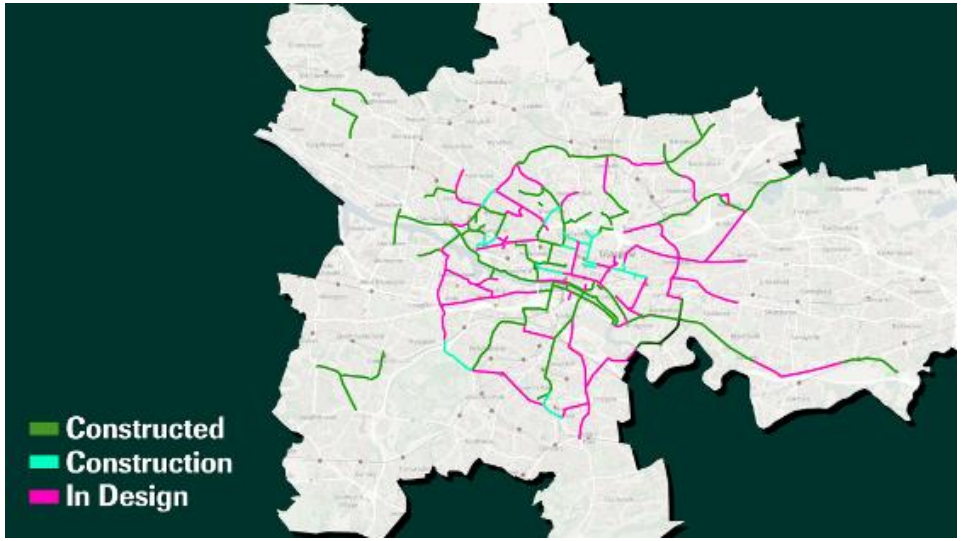
Connecting Glasgow Overview
Consultation and Design Summary
Next Steps



Series of images taken at the Mackintosh Church displaying the proposed project information along with the gazebo installation.



Connecting Glasgow



Connecting Glasgow will deliver safer, better-connected walking, wheeling and cycling routes across the city by 2032.

The routes we are focusing on have been chosen to:

- Create a more connected and joined-up network across the city
- Focus on projects that can be delivered quickly and are ready for funding
- Improve safety and ensure benefits are felt fairly across all communities
- Make the most of opportunities to deliver City Network and Liveable Neighbourhood projects together

This delivery framework work was approved at City Administration Committee on 18 June 2026

CONNECTING GLASGOW:

Maryhill Road, Bilsland Drive and North Canal Bank Street

Glasgow City Council is consulting on detailed designs for active travel routes on Maryhill Road, Bilsland Drive and North Canal Bank Street and would like your feedback on the proposed routes and associated improvements.

Complete our Survey

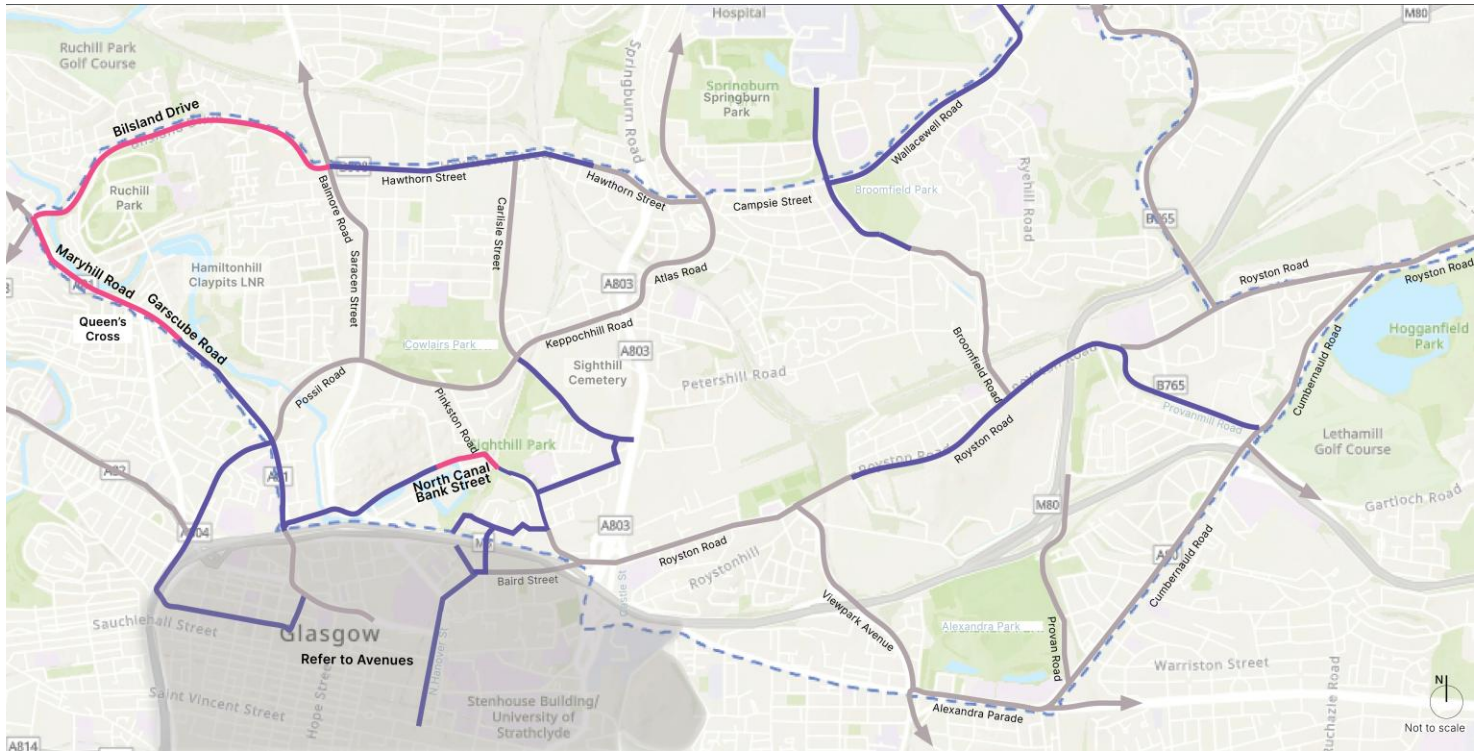
Scan the QR code using your smartphone to view the designs, find out more and complete the survey, or visit:

www.Glasgow.gov.uk/ConnectingGlasgowInnerNorth

The survey is open from the 5 October and closes on the 15 November 2026

Paper copies are available at:

Maryhill Library, 1508 Maryhill Road, G20 9AD
Exchange House, 231 George Street, G1 1RX



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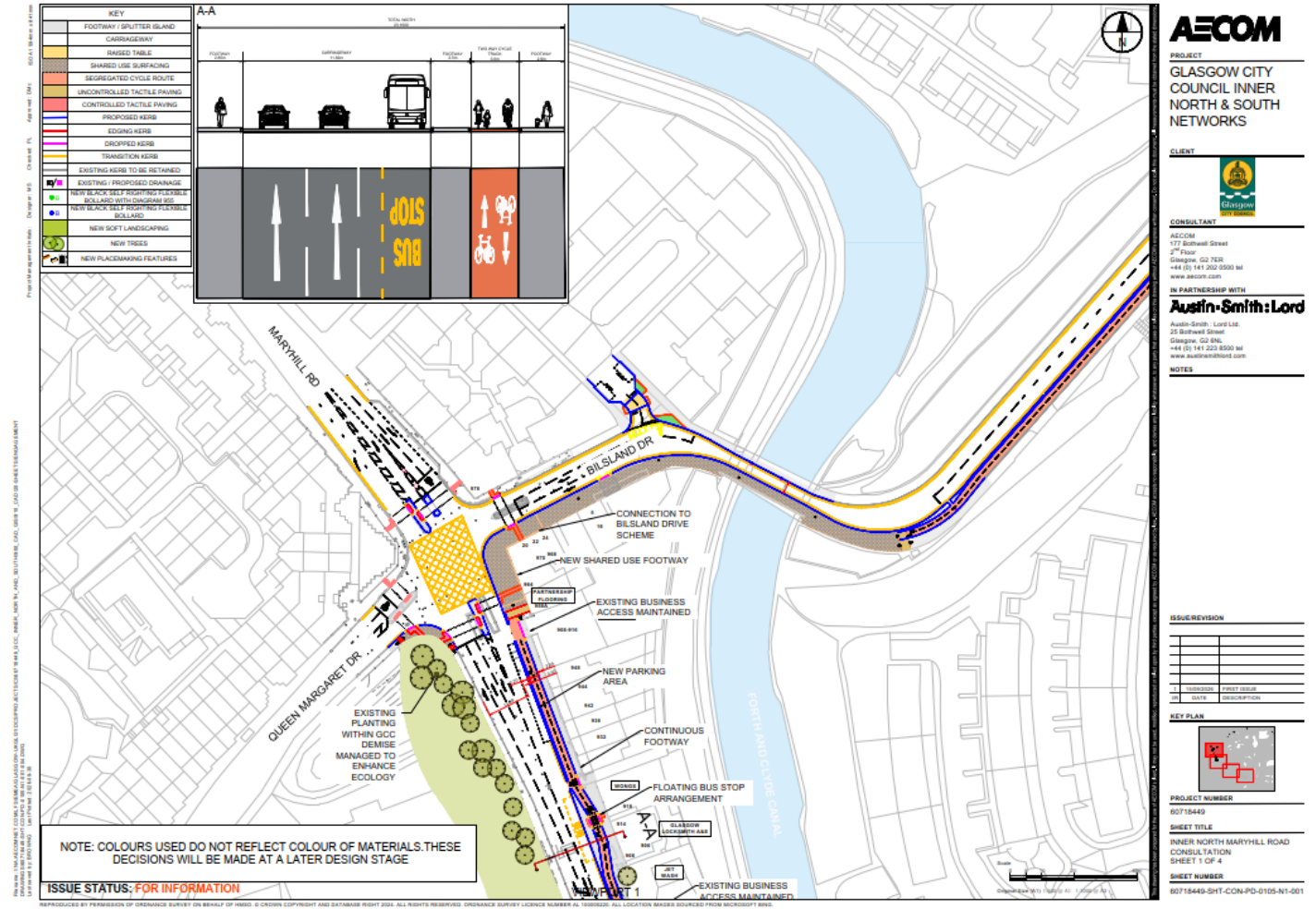
Glasgow City Council

Glasgow City Council is proposing active travel improvements across the Inner North area. The proposals aim to make it easier, safer and more attractive to walk, wheel and cycle, while also enhancing local public spaces. Around 2.75km of routes are currently being developed through detailed design.

Following public engagement in 2024 and 2025, the Connecting Glasgow programme (formerly City Network) has continued to progress. The first routes being taken forward to detailed design are:

- Maryhill Road - from Garscube Road to Bilsland Drive
- Bilsland Drive
- North Canal Bank Street - from Borron Street to Pinkston Road

Completion of the detailed design stage will enable future funding applications to be submitted to Transport Scotland. Should funding be secured, the routes could then progress to construction in future years.



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CONNECTING GLASGOW:
Maryhill Road



Maryhill Road
Breaside Community Garden



Maryhill Road
Maryhill Road - Garscube Road Junction



Maryhill Road
Bisland Drive Bus stop



Springbank Street
Maryhill Road - Garscube Junction



Maryhill Road
Maryhill Road - Maryhill Community Firestation Junction



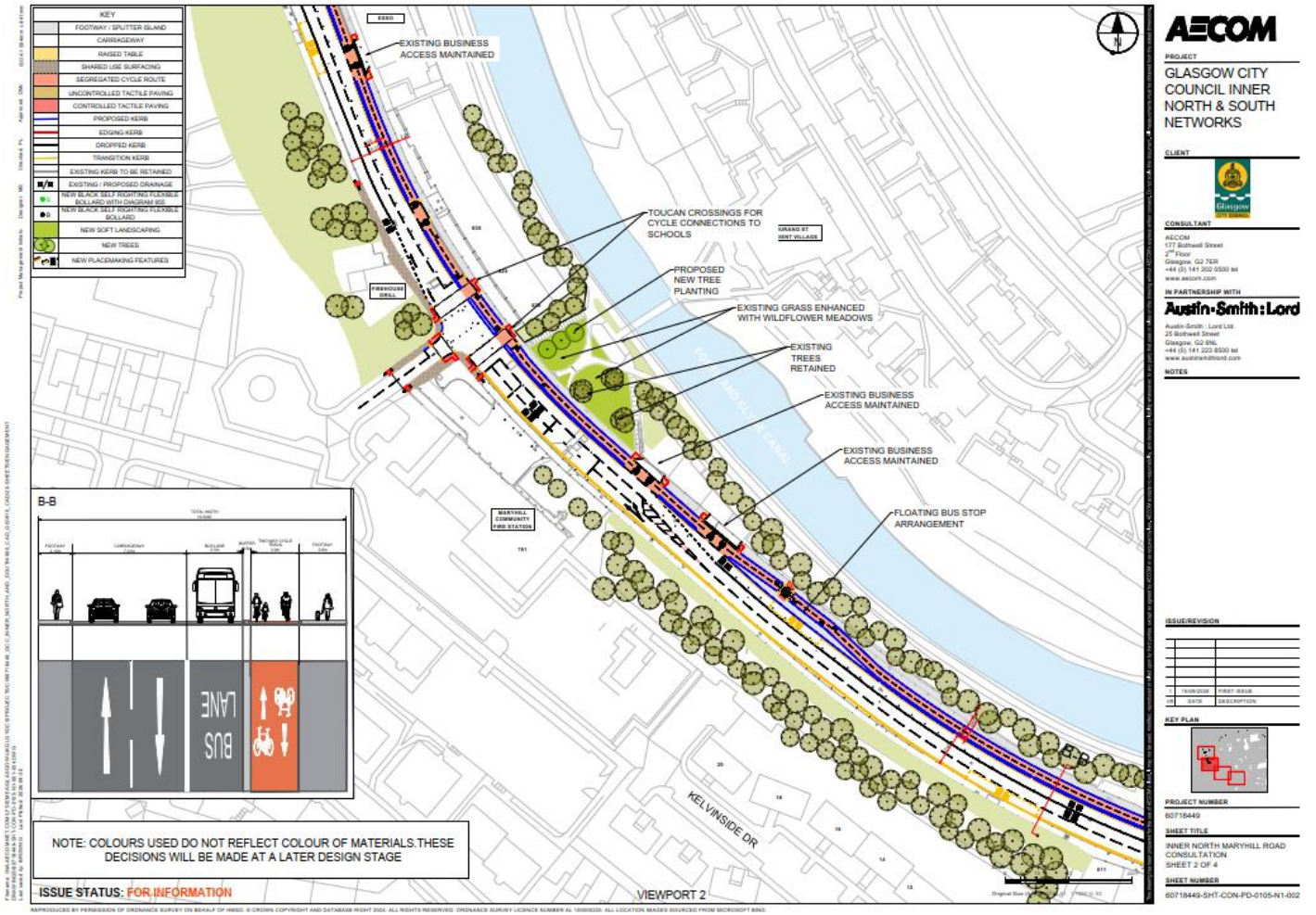
Firhill Street
Garscube Road - Firhill Street Junction



Garscube Road
Mackintosh Queens Cross Church Junction



Garscube Road
Hinshaw Street - Firhill Road Junction



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Glasgow City Council

Connecting Glasgow

Providing accessible, safe, coherent and direct active travel across Glasgow

TRANSPORT SCOTLAND · Glasgow · AECOM · Austin-Smith:Lord

Parking and Loading - Inner North

To help inform the technical design of the City Network routes, we have undertaken detailed parking and loading surveys across the project area. The areas surveyed are shown in the image below. These surveys provide a clear understanding of how parking spaces and loading facilities are currently used by residents, businesses and visitors.

The survey information has been used alongside ongoing engagement with local businesses and stakeholders to ensure that the design reflects the needs of the communities it serves. We continue to offer businesses the opportunity to engage with the project in order to understand their operational requirements and identify opportunities to minimise impacts.

Parking Surveys

Surveys were undertaken across March 2026 observing parking and loading activities along Maryhill Road, Bisland Drive and North Canal Bank Street. During this survey period over 1,800 individual parking activities were recorded and analysed. A summary of the results of these surveys are presented below for a typical weekday:

Street Name	Parking Activities Observed	Duration of Parking <2 hours
Maryhill Road	809	67%
Bilsland Drive	527	48%
North Canal Bank Street	103	71%

Protecting Essential Access

Accessible parking is an important consideration within the design process. All existing disabled parking bays are being retained within the current proposals, ensuring continued access for blue badge holders and those with mobility needs.

Designing to Retain Parking Where Possible

Throughout the development of technical design, the team has carefully reviewed and refined the proposals to maximise the retention of on-street parking wherever possible. This has included:

- Reviewing road layouts and street arrangements.
- Considering business loading and servicing requirements.
- Maintaining access for residents and visitors.
- Retaining accessible parking provision.
- Balancing parking needs with improvements to walking, wheeling, cycling and public transport infrastructure.

The proposed designs seek to achieve a balance between creating safer, more sustainable streets and maintaining essential parking and loading facilities for local communities and businesses. A summary showing the changes in parking levels is shown below:

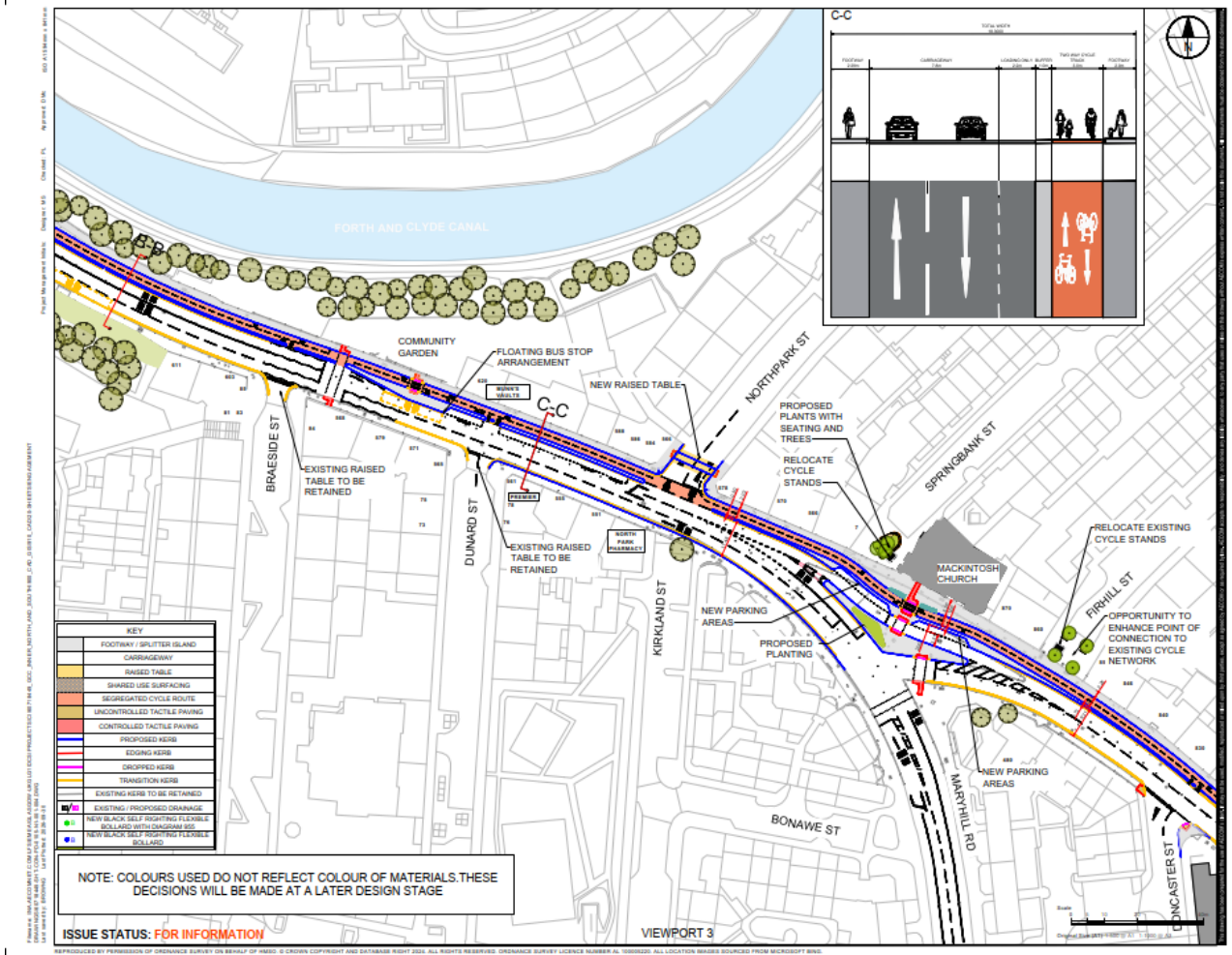
Street Name	Current Parking Provision	Proposed no. of Spaces in Technical Design	Change
Maryhill Road	110	33	-77
Bilsland Drive	80	90	+10
North Canal Bank Street	19	21	+2

Ongoing Engagement

We recognise the importance of parking and loading to local businesses and residents. Engagement will continue throughout the design process, allowing feedback to help shape and refine the proposals as the technical design is progressed.







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What Does Improving Public Spaces Mean?

Improving public spaces means making areas more attractive and pleasant to spend time in and travel through. This can be achieved through materials, planting, seating, art, and providing space for activities, amongst many other possibilities.

The new designs for the City Network include changes that make spaces more attractive offering meeting and gathering places, while also promoting walking, wheeling, and cycling.

The proposed changes and additional themes may include:

Stopping Points - Rest areas with seating, planting (trees, shrubs and wildflower meadows) wayfinding signs, and water refill stations.

Improved Connections to Parks - Better links and access to existing parks.

Seating - Comfortable seating options to stop, rest and enjoy the surroundings.

Wayfinding - Accessible and clear signs to orient people navigating and exploring the area.

Water Taps - Accessible refill points for public use.

Bike Parking & Maintenance - Safe and secure places to park bikes. Stations for quick bike repairs and upkeep.

Tree and Shrub Planting - New planting for comfort, beauty, biodiversity and cleaner air.

Sustainable Urban Drainage (SUDs) Planting - Planting that helps manage water and supports wildlife. These include rain gardens which slow the flow of water, allowing it to soak into the ground or be released gradually into the drainage system. This helps reduce flooding, filter out pollution, and support plants.

Pedestrian Crossings - Safer and more accessible crossing points.

Upgraded Surfaces - Enhanced finishes on footways and paths in selected areas.



Pathology Lane seating and planting

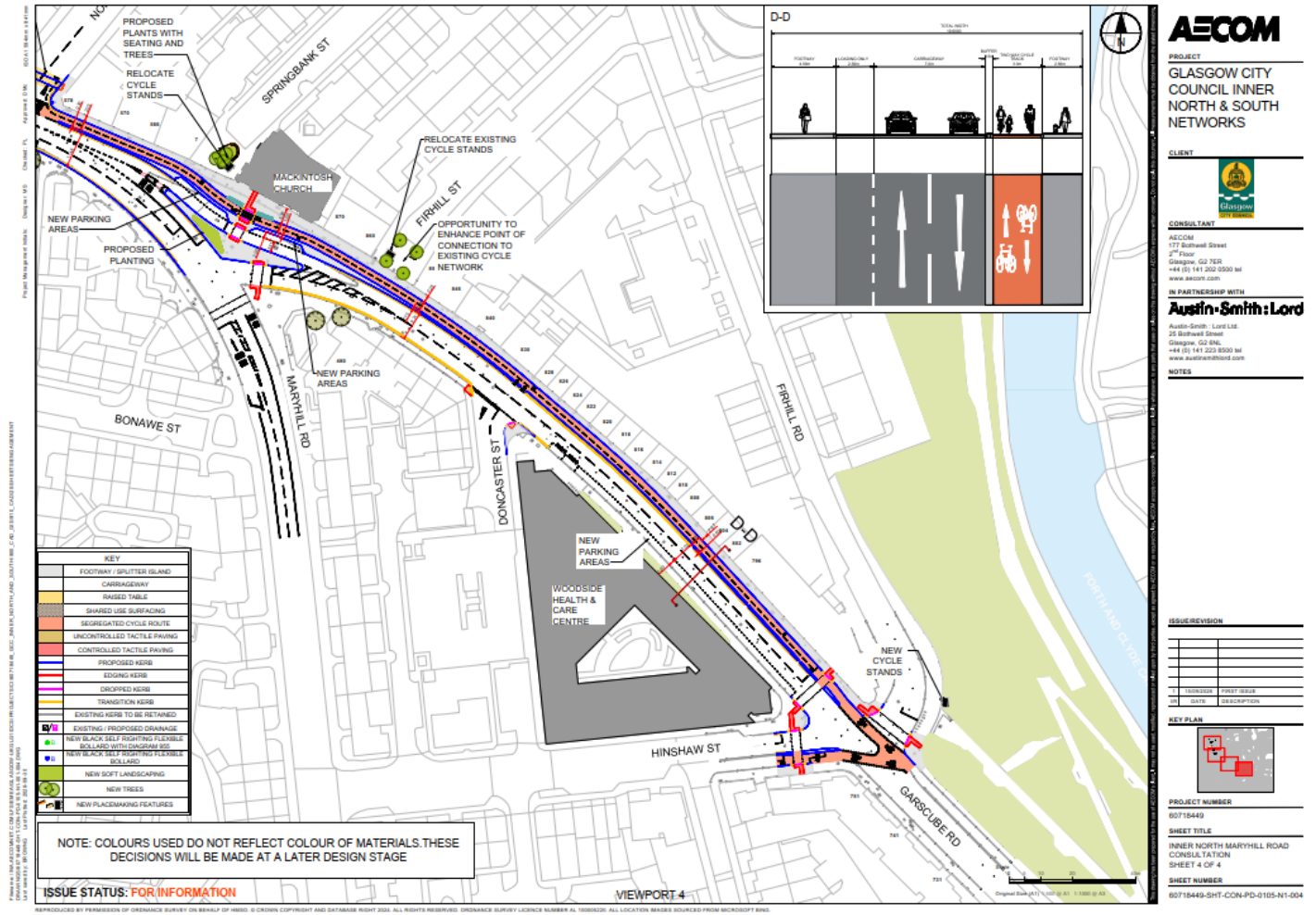


Garscube Road pedestrian crossing and planting



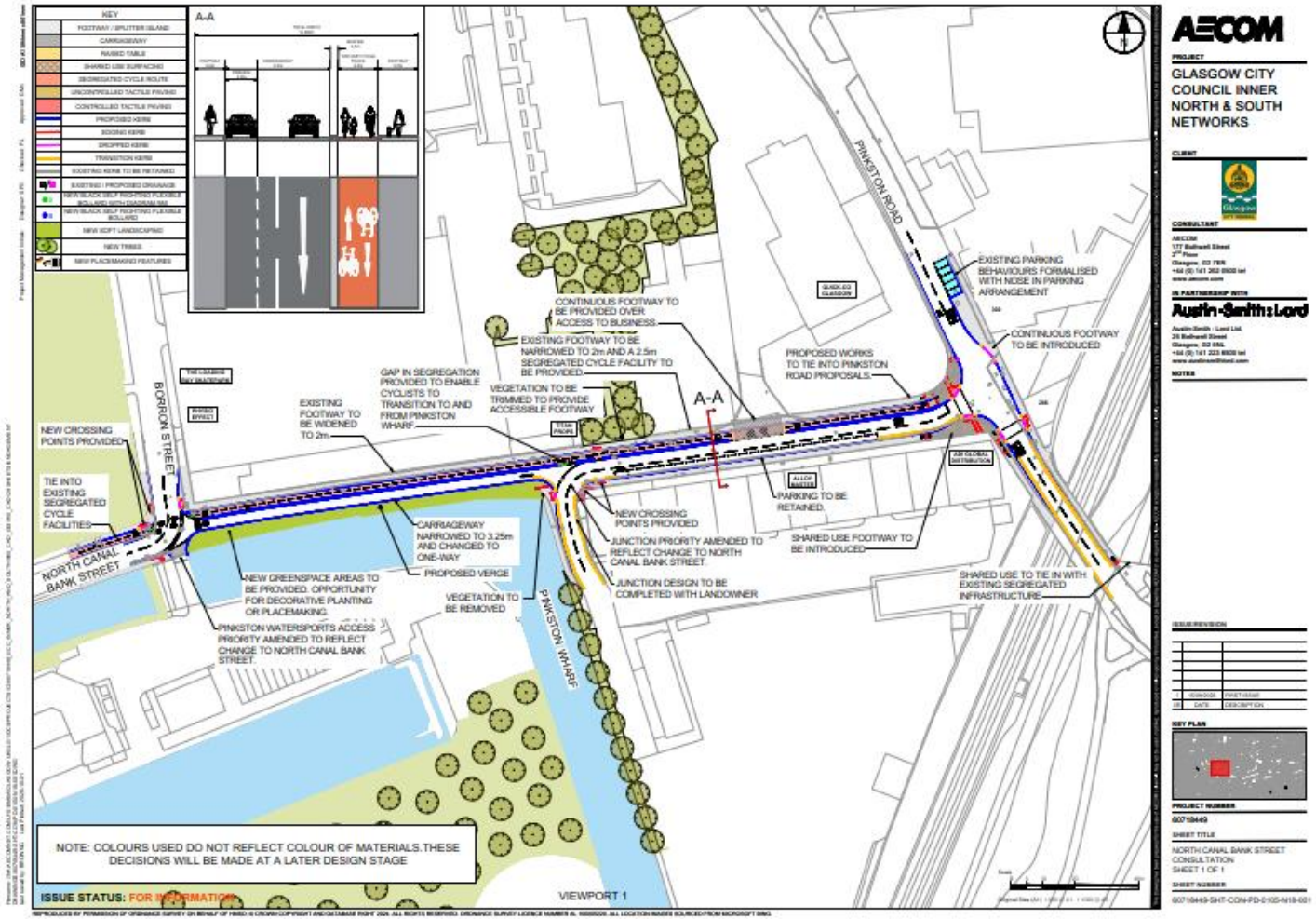
George Square rain garden



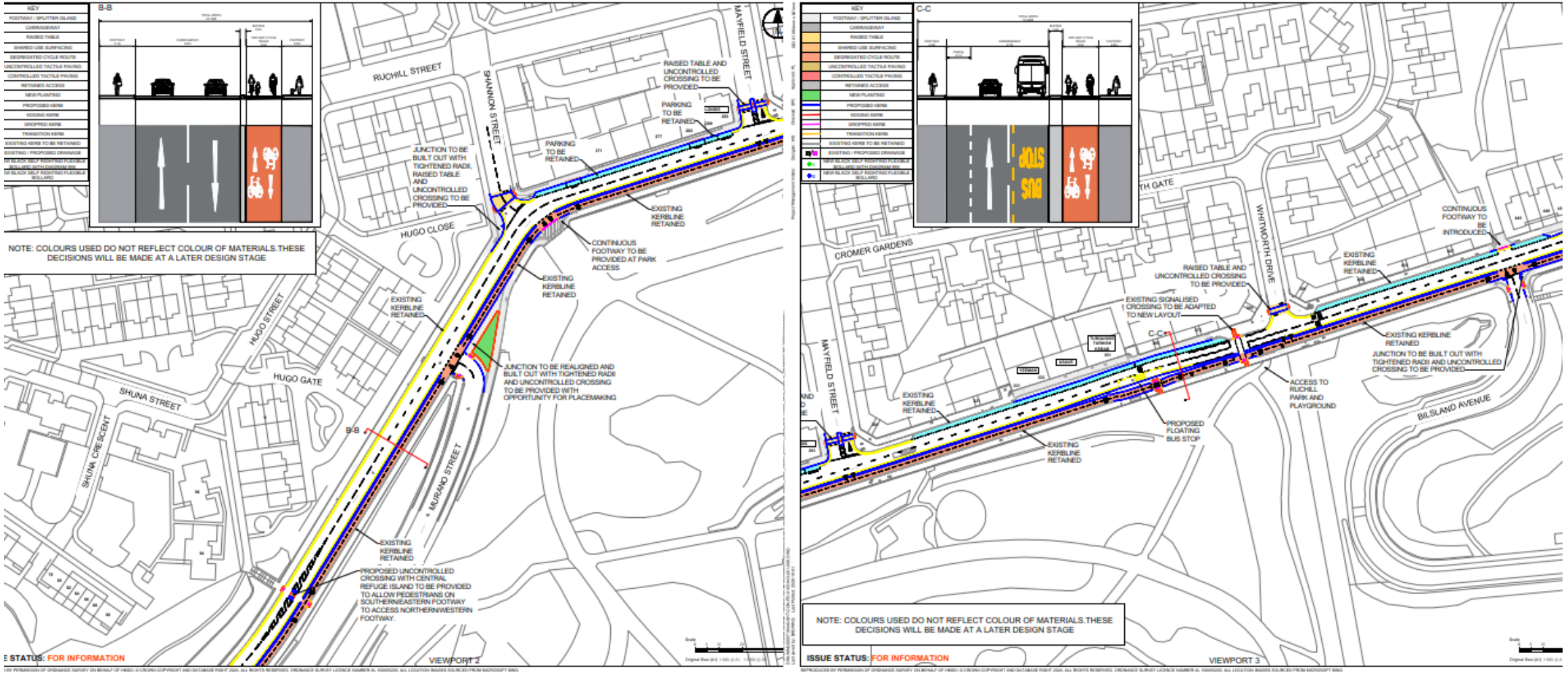


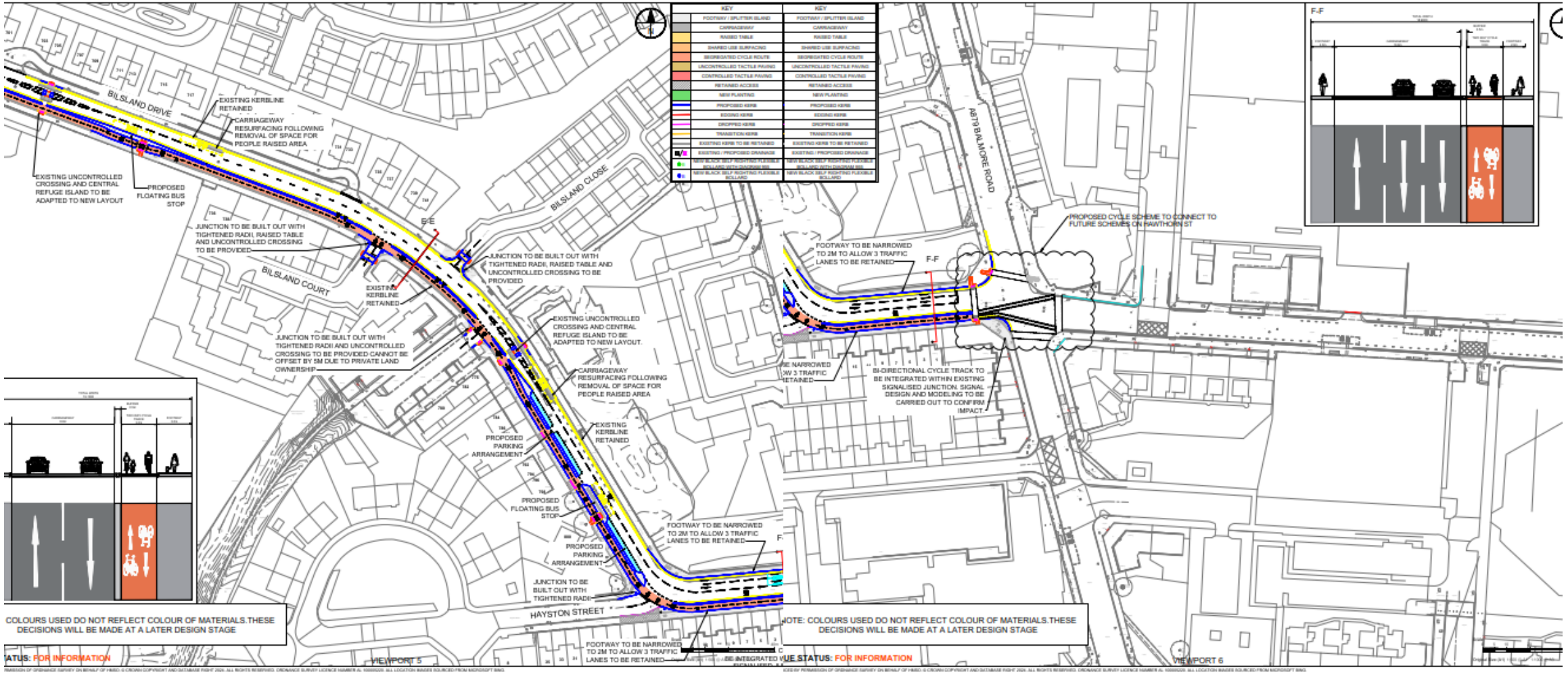
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Glasgow City Council



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B-B
C-C
KEY
NOTE: COLOURS USED DO NOT REFLECT COLOUR OF MATERIALS.THESE DECISIONS WILL BE MADE AT A LATER DESIGN STAGE
RUCHILL STREET
SHANNON STREET
MAYFIELD STREET
HUGO CLOSE
HUGO STREET
HUGO GATE
SHUNA STREET
SHUNA CRESCENT
MURANO STREET
RAISED TABLE AND UNCONTROLLED CROSSING TO BE PROVIDED
PARKING TO BE RETAINED
JUNCTION TO BE BUILT OUT WITH TIGHTENED RADII, RAISED TABLE AND UNCONTROLLED CROSSING TO BE PROVIDED
EXISTING KERBLINE RETAINED
CONTINUOUS FOOTWAY TO BE PROVIDED AT PARK ACCESS
JUNCTION TO BE REALIGNED AND BUILT OUT WITH TIGHTENED RADII AND UNCONTROLLED CROSSING TO BE PROVIDED WITH OPPORTUNITY FOR PLACEMAKING
PROPOSED UNCONTROLLED CROSSING WITH CENTRAL REFUGE ISLAND TO BE PROVIDED TO ALLOW PEDESTRIANS ON SOUTHERN/EASTERN FOOTWAY TO ACCESS NORTHERN/WESTERN FOOTWAY.
E STATUS: FOR INFORMATION
VIEWPORT 2
BUS STOP
CROMER GARDENS
WHITWORTH DRIVE
RAISED TABLE AND UNCONTROLLED CROSSING TO BE PROVIDED
EXISTING SIGNALISED CROSSING TO BE ADAPTED TO NEW LAYOUT
CONTINUOUS FOOTWAY TO BE INTRODUCED
JUNCTION TO BE BUILT OUT WITH TIGHTENED RADII AND UNCONTROLLED CROSSING TO BE PROVIDED
ACCESS TO RUCHILL PARK AND PLAYGROUND
PROPOSED FLOATING BUS STOP
BALSLAND AVENUE
NOTE: COLOURS USED DO NOT REFLECT COLOUR OF MATERIALS.THESE DECISIONS WILL BE MADE AT A LATER DESIGN STAGE
ISSUE STATUS: FOR INFORMATION
VIEWPORT 3


BILSLAND DRIVE
EXISTING KERBLINE RETAINED
CARRIAGEWAY RESURFACING FOLLOWING REMOVAL OF SPACE FOR PEOPLE RAISED AREA
EXISTING UNCONTROLLED CROSSING AND CENTRAL REFUGE ISLAND TO BE ADAPTED TO NEW LAYOUT
PROPOSED FLOATING BUS STOP
JUNCTION TO BE BUILT OUT WITH TIGHTENED RADII, RAISED TABLE AND UNCONTROLLED CROSSING TO BE PROVIDED
BILSLAND COURT
JUNCTION TO BE BUILT OUT WITH TIGHTENED RADII AND UNCONTROLLED CROSSING TO BE PROVIDED CANNOT BE OFFSET BY 5M DUE TO PRIVATE LAND OWNERSHIP
BILSLAND CLOSE
EXISTING UNCONTROLLED CROSSING AND CENTRAL REFUGE ISLAND TO BE ADAPTED TO NEW LAYOUT.
PROPOSED PARKING ARRANGEMENT
PROPOSED FLOATING BUS STOP
JUNCTION TO BE BUILT OUT WITH TIGHTENED RADII
HAYSTON STREET
FOOTWAY TO BE NARROWED TO 2M TO ALLOW 3 TRAFFIC LANES TO BE RETAINED
A879 BALMORE ROAD
PROPOSED CYCLE SCHEME TO CONNECT TO FUTURE SCHEMES ON HAWTHORN ST
BI-DIRECTIONAL CYCLE TRACK TO BE INTEGRATED WITHIN EXISTING SIGNALISED JUNCTION. SIGNAL DESIGN AND MODELING TO BE CARRIED OUT TO CONFIRM IMPACT
COLOURS USED DO NOT REFLECT COLOUR OF MATERIALS.THESE DECISIONS WILL BE MADE AT A LATER DESIGN STAGE
VIEWPORT 5
VIEWPORT 6

Approved Delivery Framework Process

- Analysis and Reporting of Consultation Feedback
- Complete technical design
- Council to apply for Connecting Glasgow construction funding (Early 2027)

- Subject to Funding the following process would take place (Estimated 2027/2028)
  - Committee Approval to Proceed
  - Traffic Regulation Order Process (Statutory Consultation)
  - Pre Construction Processes including utilities
  - Construction

Thank You

GCCIN&SConsultation@aecom.com